

## UNITED STATES COAST PILOT CORRECTIONS

### COAST PILOT 9                      22 Ed 2004                      Change No. 14 LAST NM 16/05

Page 115—Paragraph 257, line 3 to Page 116—Paragraph 290; read:

navigating the waters of the State of Alaska. Exempted from state requirements are:

(1) vessels subject to federal pilot requirements under 46 U.S.C. 8502 except as provided in AS 08.62.185 [included in this topic];

(2) fishing vessels, including fish processing and fish tender vessels, registered in the United States or in British Columbia, Canada;

(3) vessels propelled by machinery and not more than 65 feet in length over deck, except tugboats and towboats propelled by steam;

(4) vessels of United States registry of less than 300 gross tons and towboats of United States registry and vessels owned by the State of Alaska, engaged exclusively

(A) on the rivers of Alaska; or

(B) in the coastwise trade on the west or north coast of the United States including Alaska and Hawaii, and including British Columbia, Yukon Territory, and Northwest Territories, Canada;

(5) vessels of Canada, built in Canada and manned by Canadian citizens, engaged in frequent trade between

(A) British Columbia and Southeastern Alaska on the inside water of Southeastern Alaska south of 59 degrees, 29 minutes North latitude, if reciprocal exemptions are granted by Canada to vessels owned by the State of Alaska and those of United States registry; or

(B) northern Alaska north of 68 degrees, 7 minutes North latitude and Yukon Territory or Northwest Territories;

(6) pleasure craft of United States registry;

(7) pleasure craft of foreign registry of 65 feet or less in overall length; and

(8) vessels of the Canadian Navy or Canadian Coast Guard that have a home port in British Columbia, Canada, while navigating the inside water of Southeast Alaska.

(b) The operator of a pleasure craft of foreign registry of more than 65 feet overall length but less than 175 feet overall length may apply for an exemption from the pilotage requirement of this chapter. If an exemption is applied for and the fee prescribed under AS 08.62.140(b) [not in this text] is paid, the board may issue the exemption to the operator of the vessel. The exemption is valid for one year from the date on which the exemption is issued. The application for an exemption must be submitted to the board at least 30 days before the vessel enters the state. The board shall approve or deny an application for the exemption within 10 working days after the application is received by the board. If the board does not approve or disapprove the application within 10 working days, the exemption is considered to be approved, and the board shall issue the exemption. The 10-day period for action by the board is suspended while the board is waiting for a response to a request by the board for additional information from the applicant. An exemption issued under this subsection may be revoked by the board if

the vessel is not operated in a manner that is appropriate to protect human life, property, and the marine environment or if the vessel does not comply with all applicable local, state, and federal laws. The exemption must remain on the vessel while the vessel is in state water. An exemption issued under this subsection does not exempt a vessel from the requirement to employ a pilot licensed under this chapter while the vessel is in Wrangell Narrows or in the water between Chatham Strait and Sitka via Peril Strait.

(c) The operator of a pleasure craft of foreign registry of more than 65 feet overall length but not more than 125 feet overall length that has received an exemption under (b) of this section shall proceed upon initial entry into state water to the first port of call to receive navigational and safety information from an agent registered under AS 08.62.040 (a)(3) [not in this text] who is employed by the operator of the vessel. The navigational and safety information provided by the agent must be approved by the marine pilot coordinator and annually reviewed, revised, and approved as appropriate by the board at its spring meeting.

(d) The operator of a pleasure craft of foreign registry of more than 125 feet overall length but less than 175 feet overall length that has received an exemption under (b) of this section shall employ a pilot licensed under this chapter from initial entry into compulsory pilotage water of the state to the first port of call. The marine pilot shall provide navigational and safety information relating to the pilotage region to the operator of the vessel.

(e) In (b) - (d) of this section,

(1) "for hire" means for consideration contributed as a condition of carriage on a vessel, whether directly or indirectly flowing to the owner, charterer, operator, agent, or other person having an interest in the vessel;

(2) "pleasure craft" means a vessel that does not carry passengers or freight for hire.

### **Sec. 08.62.185. Certain licensed pilots required for oil tankers.**

(a) Any oil tanker, whether enrolled or registered, of 50,000 dead weight tons or greater, shall, when navigating in state water beyond Alaska pilot stations employ a pilot licensed by the state under this chapter.

(b) The pilot required in (a) of this section shall control the vessel during all docking operations.

The State of Alaska has established the following boundaries for inside waters of Alaska:

(1) all waters inside a line drawn from Cape Spencer Light due south to a point of intersection which is due west of the southern extremity of Cape Cross; then to Cape Edgecumbe Light; then through Cape Bartolome Light and extended to a point of intersection which is due west of Cape Muzon Light; then due east to Cape Muzon Light; then to a point which is one mile, 180° true, from Cape Chacon Light; then to Barren Island Light; then to Lord Rock Light; then to the southern extremity of Garnet Point, Kanagunut Island; then to the southeastern extremity of Island Point, Sitklan Island; then from the northeastern extremity of Point Mansfield, Sitklan Island, 40° true, to the mainland;

(2) all waters of Prince William Sound and environs

inside a line drawn from Cape Puget to Point Elrington; then to Cape Cleare; then Zaikof Point to Cape Hinchinbrook Light; then Point Bentinck to Okalee Spit;

(3) all waters of Resurrection Bay inside a line extending from the southern tip of Aialik Cape to the southern tip of Cape Resurrection;

(4) all waters of Cook Inlet inside a line extending from Cape Douglas to the western tip of Perl Island then northward to the shoreline of the Kenai Peninsula;

(5) all waters of Chiniak Bay inside a line extending from Cape Chiniak to the eastern tip of Long Island then to Spruce Cape;

(6) all waters of Marmot Bay and environs including eastern approaches, inside a line extending from Spruce Cape to the southern tip of Pillar Cape and western approaches, inside a line extending from Cape Nuniliak to the northern tip of Raspberry Island and also inside a line extending from Raspberry Cape to Miners Point;

(7) all waters of Chignik Bay inside a line extending from the eastern tip of Castle Cape to the western tip of Nakchamik Island then to the eastern tip of Cape Kumhun;

(8) all waters of Unalaska Bay inside a line extending from the tip of the west headland of Constantine Bay to Eider Point;

(9) all waters of Port Moller and Herendeen Bay inside a line extending from Lagoon Point to Cape Kutuzof;

(10) all waters of Bristol Bay inside a line extending from Cape Newenham to Cape Pierce, then to Cape Constantine, then to the southern extremity of Egegik Bay;

(11) all waters of Kuskokwim Bay inside a line extending from Cape Newenham to Cape Avinof;

(12) all waters of Norton Sound inside a line extending from the western tip of Stuart Island to Cape Darby, then to Cape Nome;

(13) all waters of Port Clarence inside a line extending from Pt. Spencer Lt. North to the Seward Peninsula shore;

(14) all waters of the Chukchi Sea and Kotzebue Sound inside a line extending from Cape Prince of Wales three miles due west (270° true) to a point approximately 65°38' north latitude, 168°15' west longitude; then due north (0° true) to a point approximately 66°27' north latitude, 168°15' west longitude; then 59° true to a point approximately 66°45' north latitude, 167°02' west longitude; then due east (90° true) to a point approximately 12 miles off the coast of Cape Espenberg at the intersection with a line drawn from Cape Espenberg to Cape Krusenstern, approximate position 66°45' north latitude, 163°40' west longitude; then to Cape Krusenstern; then to Point Hope;

(15) all waters surrounding the Pribilof Islands of St. Paul and St. George from the shoreline seaward to the outer limit of the three-mile territorial seas;

(16) all waters surrounding the Bering Sea Islands from shoreward to the outer limit of the three-mile territorial seas, including St. Lawrence Island, Nunivak Island, St. Matthew Island, and Little Diomed Island;

(17) all waters encompassing the Aleutian Islands from the shoreline to the outer limit of the three-mile territorial seas, including any and all islands around the Fox Islands, Rat Islands, Near Islands, Andreanof Islands, and

the Islands of Four Mountains;

(18) all waters encompassing the south coast of the Alaska Peninsula from Cape Kanatak (Portage Bay) to Cape Pankof to the outer limit of the three-mile territorial seas, including any and all islands around the Shumagin Islands, Semedi Islands, Pavlof Islands, Sutwik Island, Sanak Island, and the Sandman Reefs;

(19) all waters of the north coast of the Alaska Peninsula from Cape Krenzin to the southern extremity of Egegik Bay to the outer limit of the three-mile territorial seas, including Amak Island and Sea Lion Rocks.

Vessels are excluded from the use of a state licensed marine pilot in compulsory pilotage waters when proceeding directly between points outside Alaska and an established pilot station for the express purpose of embarking or disembarking a pilot in the following situations:

(1) travel via Revillagigedo Channel to Twin Islands Pilot Station; in transiting Revillagigedo Channel, ships must stay west of longitude 131°05';

(2) travel via Clarence Strait to the following:

(A) Guard Island Pilot Station;

(B) Point McCartney Pilot Station;

(C) Chasina Point Pilot Station;

(3) *repealed 10/18/2001*;

(4) travel via Cape Muzon in Cordova Bay;

(A) to Shoe Island Pilot Station for vessels proceeding to Long Island;

(B) to Mellen Rock Pilot Station for vessels proceeding to Hydaburg;

(5) travel via Cape Bartolome in Bucareli Bay to Cabras Island Pilot Station;

(6) travel via Cape Ommaney in Chatham Strait to Frederick Sound Pilot Station;

(7) travel via Sitka Sound to Sitka Sound Pilot Station;

(8) travel via Prince William Sound to the Cordova Pilot Station;

(9) travel via Prince William Sound to the Valdez Pilot Station;

(10) travel via Prince William Sound to the Whittier Pilot Station;

(11) travel via Resurrection Bay to Seward Pilot Station;

(12) travel via Cook Inlet to the Homer Pilot Station;

(13) travel to the Kodiak City or Womens Bay Pilot Station without transiting Whale Passage;

(14) travel by the most direct safe route to a pilot station or pickup point arranged under 12 AAC 56.120(b) [see pilot boarding stations or pickup points which follows in this chapter];

(15) travel via Yakutat Bay to Yakutat Pilot Station.  
(CL 1730/04) 18/05

## **COAST PILOT 9                      22 Ed 2004                      Change No. 15**

Page 117—Paragraphs 299 to 313; read:

The established state pilot boarding stations or pickup points for Alaska are as follows:

(1) Guard Island - 1.0 mile 315° true from Guard Island Light; approximate position 55°27.5' north latitude, 131°53.9' west longitude;

(2) Point McCartney - 1.0 mile 090° true from Point

McCartey Light; approximate position 55°06.8' north latitude, 131°40.5' west longitude;

(3) Cabras Island - 1.0 mile 315° true from Cabras Island; approximate position 55°22.0' north latitude, 133°24.8' west longitude;

(4) Sitka Sound - 0.25 mile 000° true from the Eckholms Light; approximate position 57°00.9' north latitude, 135°21.4' west longitude;

(5) *repealed 5/31/2000*;

(6) Twin Island - 2.0 miles 045° true from Twin Island Light; approximate position 55°10.0' north latitude, 131°10.4' west longitude; this is a seasonal station open only during the period May 1 through September 30;

(7) Yakutat - 1.0 mile 315° true from Yakutat Bay Lighted Whistle Buoy 4; approximate position 59°36.3' north latitude, 139°52.5' west longitude;

(8) Icy Bay - 9.0 miles 180° true from Claybluff Point; approximate position 59° 49.0' north latitude, 141°35.0' west longitude;

(9) Cordova - 2.0 miles 180° true from Sheep Point; approximate position 60°35' north latitude, 146°00' west longitude;

(10) Valdez and Whittier - approximately 3.1 miles 252° true from Bligh Reef Light; approximate position 60°49' north latitude, 147°01' west longitude;

(11) Seward - 1.1 miles 152° true from Caines Head Light; approximate position 59°58' north latitude, 149°22' west longitude;

(12) Cook Inlet - 1.0 mile 180° true from Homer Spit Light; approximate position 59°35' north latitude, 151°25' west longitude;

(13) Kodiak (City) or Womens Bay - 2.0 miles 100° true from St. Paul Harbor Entrance Light; approximate position 57°44' north latitude, 152°22' west longitude;

(14) Discoverer Bay - 2.0 miles 000° true from Posliedni Point; approximate position 58°28' north latitude, 152°20' west longitude;

(15) Port Wakefield - 1.0 mile 298° true from Kekur Point; approximate position 57°52' north latitude, 152°49' west longitude;

(16) Port Bailey - 1.5 miles 000° true from Dry Spruce Bay Light; approximate position 57°59' north latitude, 153°06' west longitude;

(17) Uganik - 2.0 miles 284° true from East Point; approximate position 57°51' north latitude, 153°32' west longitude;

(18) Larsen Bay - 1.0 mile 090° true from Harvester Island; approximate position 57°39' north latitude, 153°57' west longitude;

(19) Alitak - 2.4 miles 131° true from Cape Alitak Light; approximate position 56°49' north latitude, 154°15' west longitude;

(20) Old Harbor - 1.0 mile 082° true from Cape Liakik; approximate position 57°07' north latitude, 153°25' west longitude;

(21) Chignik - 1.5 miles 020° true from Chignik Spit Light; approximate position 56°20' north latitude, 158°22' west longitude;

(22) Sand Point - Squaw Harbor - 2.7 miles 235° true from Popof Head; approximate position 55°13' north lati-

tude, 160°24' west longitude;

(23) King Cove - 1.5 miles 157° true from Morgan Point Light; approximate position 55°01' north latitude, 162° 19' west longitude;

(24) Cold Bay - 4.3 miles 177° true from Kaslokan Point Light; approximate position 55°02' north latitude, 162°31' west longitude;

(25) False Pass - 1.5 miles 315° true from Ikatan Point; approximate position 54°48' north latitude, 163°13' west longitude;

(26) Akutan - 1.0 mile 073° true from Akutan Point Light; approximate position 54°09' north latitude, 165°42' west longitude;

(27) Dutch Harbor-Captains Bay - 1.0 mile 060° true from Ulakta Head Light; approximate position 53°56' north latitude, 166°29' west longitude;

(28) Adak - 2.0 miles 092° true from Gannet Rocks Light; approximate position 51°52' north latitude, 176°33' west longitude;

(29) Attu - 1.5 miles 180° true from Murder Point; approximate position 52°46' north latitude, 173°11' east longitude;

(30) St. Paul Island - 4.0 miles 263° true from Reef Point; approximate position 57°06' north latitude, 170°25' west longitude; or - 4.0 miles 043° true from North Point; approximate position 57°16' north latitude, 170°13' west longitude;

(31) Port Moller - 4.8 miles 048° true from Walrus Island; approximate position 56°05' north latitude, 160°43' west longitude;

(32) Port Heiden - 5.0 miles 340° true from Stronogonof Point; approximate position 56°58' north latitude, 158°55' west longitude;

(33) Ugashik Bay - 6.2 miles 291° true from Smoky Point Light; approximate position 57°38' north latitude, 157°52' west longitude;

(34) Egegik - approximate position 58°16' north latitude, 157°42' west longitude;

(35) Naknek - approximate position 58°39' north latitude, 157°21' west longitude;

(36) Nushagak Bay - approximate position 58°33' north latitude, 158°24' west longitude;

(37) Kulukak Bay - 3.0 miles 180° true from Kulukak Point; approximate position 58°47' north latitude, 159°39' west longitude;

(38) Togiak - 1.0 mile 180° true from Summit Island; approximate position 58°48' north latitude, 160°12' west longitude;

(39) Kuskokwim River Region

(A) Kuskokwim River ñ 59°42' north latitude, 162°19' west longitude;

(B) Goodnews Bay - 7.5 miles 228° true from Platinum; approximate position 58°55' north latitude, 162°00' west longitude;

(40) Kivalina/Cape Krusenstern - 14.0 miles 239° true from the barge loading terminal; approximate position 67°27' north latitude, 164°35' west longitude;

(41) Cape Spencer - 3.2 miles 090° true from Cape Spencer Light; approximate position 58°12' north latitude, 136°32' west longitude; this is a seasonal station open only

during the period from May 1 - September 30;

(42) St. George Island - either 3.0 miles 000° true from St. George village; approximate position 56°39' north latitude, 169°33' west longitude; or - 3.0 miles 210° true from Rush Point; approximate position 56°33' north latitude, 169°47' west longitude;

(43) Frederick Sound - 3.0 miles 310° true from Cornwallis Point Light; approximate position 56°58' north latitude, 134°21' west longitude;

(44) *repealed 5/31/2000;*

(45) *repealed 5/31/2000;*

(46) Chasina Point - 1.25 miles 013° true from Chasina Point; approximate position 55°18' north latitude, 132°01' west longitude;

(47) Shoe Island - 2.0 miles 090° true from Shoe Island Light; approximate position 54°57' north latitude, 132°41' west longitude;

(48) Mellen Rock - 0.6 mile 050° true from Mellen Rock Light; approximate position 55°02' north latitude, 132°39' west longitude;

(49) Atka/Nazan Bay - 1.1 miles 134° true from Flat Point; approximate position 55°13' north latitude, 174°06' west longitude;

(50) Tanaga Bay - 2.2 miles 202° true from Cape Agamsik; approximate position 51°45' north latitude, 178°04' west longitude;

(51) Kiska Harbor - 1.0 mile 270° true from Little Kiska Head; approximate position 51°58.5' north latitude, 177°36.5' west longitude.

(b) Inside compulsory pilotage waters, embarking or disembarking pilots at any location inside of an established pilot station may be undertaken only by agreement between a

(1) pilot and a ship's master in an emergency or for reasons of safety when required by extreme weather or other unforeseeable circumstances; or

(2) pilot organization and a ship's agent on a trial basis to accommodate a newly established port, trade, or route.

(c) If safe and reliable transportation cannot be provided to or from the pilot station, the nearest pilot station with safe and reliable transportation shall be used. If reasonable effort has been made to offer safe and reliable transportation and the vessel, equipment, or personnel do not meet the minimum standards set out in (d) of this section, the pilot may use the transportation provided.

(d) In order to provide safe and reliable transportation for pilots, a vessel must have the following items onboard:

(1) licensed operator;

(2) waterproof VHF radio in addition to the pilot's VHF radio;

(3) distress signals, including three parachute flares, three hand held flares, and one dye marker in a waterproof case;

(4) first aid kit;

(5) spare fuel supply, if the vessel is propelled by an outboard motor;

(6) radar reflector;

(7) tool kit;

(8) engine kill switch;

(9) survival suits; one for each person onboard the

vessel;

(10) flashlight;

(11) anchor and 30 fathoms of line;

(12) sound producing device;

(13) pilot retrieval system;

(14) high-intensity strobe when a pilot transfer occurs at night.

(e) Before a trial pilot station established under (b) (2) of this section may be used, it must be preliminarily approved by the marine pilot coordinator. A trial pilot station that has been preliminarily approved by the marine pilot coordinator will remain valid unless the board disapproves the trial pilot station for further use. The board will approve the trial station for notice as an established pilot station if it determines that the trial station accommodates a newly established port, trade, or route and is in the public interest. The board will disapprove the trial station for further use if the board determines that the trial station is not necessary or not in the public interest.

(CL 1730/04)

18/05

## **COAST PILOT 9                      22 Ed 2004                      Change No. 16**

Page 117—Paragraph 294, lines 6 to 7; read:

Bay, including Seward; and all Alaska Peninsula ports.

(CL 1730/04; NOS/04)

18/05

Page 117—Paragraph 315, line 2; read:

service to all ports from the Kodiak Island area W through the Alaska ...

(CL 1730/04; NOS/04)

18/05

Page 117—Paragraph 315, line 8; read:

Naknek, Dillingham, and Togiak. Alaska Marine Pilots ...

(NOS/04; CL 1730/04)

18/05

Page 123—Paragraph 31, line 5; read:

offshore.

### **Pilotage, Cape Spencer, Alaska**

Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska.

The pilot association which serves Cape Spencer is:

Southeastern Alaska Pilots Association, P.O. Box 6100, 1621 Tongass Ave., Suite 300, Ketchikan, AK 99901; telephone, 907-225-9696, fax, 907-247-9696; E-mail, seapilots@prodigy.com; cable address, SEAPILOTS; radio call, WKD-53. Their pilot office monitors VHF-FM channel 12.

The Southeastern Alaska Pilots Association pilot boat is stationed at Cape Spencer pilot station. This boat CORONA BOREALIS is 36 feet long with a white hull and cabin with the word "PILOT" on the sides. CORONA BOREALIS displays the international day and night signals. Other vessels used for pilot transportation may or may not display international day and night signals. When the pilot is on the pilot boat at or near the pickup point VHF-FM channels 12, 13, and 16 are monitored and worked; the pilot station monitors channels 13 and 16, and works channels 12 and 77.

Pilot services should be arranged in advance through

ships' agents, or otherwise, in sufficient time to enable the pilot to travel to the area where the service is required.

The established pilot boarding station or pickup point and other information for Cape Spencer is in Chapter 3 of this pilot volume, and also in Chapter 3 of Coast Pilot 8 (Alaska: Dixon Entrance to Cape Spencer). Boarding instructions such as vessel's speed, course, ladder height, and preferred boarding side will be given by the pilot prior to boarding. This information depends on weather condition and type of ship, also pilotage services are effected by weather, tides and currents, and daylight hours.

(CL 1730/04; NOS/04) 18/05

Page 127—Paragraph 69, lines 2 to 4; read:  
compulsory for all vessels navigating the waters of the State of Alaska.

(CL 1730/04; NOS/04) 18/05

Page 127—Paragraph 74, lines 2 to 4; read:  
The established pilot boarding station or pickup point and other information for Yakutat Bay is in Chapter 3 of this pilot volume, and also in Chapter 3 of Coast Pilot 8 (Alaska: Dixon Entrance to Cape Spencer). Boarding instructions such as vessel's ...

(CL 1730/04; NOS/04) 18/05

Page 129—Paragraph 111, line 2 to Paragraph 112; read:  
compulsory for all vessels navigating the waters of the State of Alaska. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup station and other details.)

(CL 1730/04; NOS/04) 18/05

Page 144—Paragraph 322, line 2 to Paragraph 323; read:  
compulsory for all vessels navigating the waters of the State of Alaska. Pilots for Prince William Sound are available from the Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup station and other details.)

(CL 1730/04; NOS/04) 18/05

Page 152—Paragraph 418, line 3 to Paragraph 420; read:

**Pilotage, Valdez**

Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. Pilots for Prince William Sound are available from the Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup station and other details.)

(CL 1730/04; NOS/04) 18/05

Page 167—Paragraph 570, line 2 to Paragraph 571, line 4; read:

compulsory for all vessels navigating the waters of the State of Alaska. Pilots for Prince William Sound are available from the Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup station and other details.)

Vessels en route Whittier or Valdez can contact the pilot

boat by calling "EMERALD ISLAND" on VHF-FM ...

(CL 1730/04; NOS/04) 18/05

Page 188—Paragraph 837, line 2 to Paragraph 839, line 1; read:

compulsory for all vessels navigating the waters of the State of Alaska. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup station and other details.)

Vessels en route Seward can contact the pilot boat by calling ...

(CL 1730/04; NOS/04) 18/05

**COAST PILOT 9 22 Ed 2004 Change No. 17**

Page 202—Paragraph 1029, lines 2 to 4; read:

compulsory for all vessels navigating the waters of the State of Alaska.

(NOS/04; CL 1730/04) 18/05

Page 202—Paragraph 1031, lines 3 to 5; read:

can contact the pilot boat by calling "KATMAI" or ...

(NOS/04; CL 1730/04) 18/05

Page 202—Paragraph 1031, line 18; read:

have the pilot ladder 3 feet above the water. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup station and other details.)

(NOS/04; CL 1730/04) 18/05

Page 213—Paragraph 1164, lines 2 to 5; read:

compulsory for all vessels navigating the waters of the State of Alaska.

(CL 1730/04; NOS/04) 18/05

Page 226—Paragraph 1315, lines 2 to 5; read:

compulsory for all vessels navigating the waters of the State of Alaska. (See **Pilotage, General** (indexed), chapter 3, and **Pilotage, Homer**, earlier in the chapter (indexed), for the pilot pickup station and other details.)

(CL 1730/04; NOS/04) 18/05

Page 228—Paragraph 1337, lines 2 to 5; read:

compulsory for all vessels navigating the waters of the State of Alaska. (See **Pilotage, General** (indexed), chapter 3, and **Pilotage, Cook Inlet**, and **Pilotage, Homer**, (indexed), for the pilot pickup station and other details.)

(CL 1730/04; NOS/04) 18/05

Page 235—Paragraph 1402, lines 2 to 4; read:

compulsory for all vessels navigating the waters of the State of Alaska. (See **Pilotage, General** (indexed), chapter 3, and **Pilotage, Cook Inlet**, and **Pilotage, Homer** (indexed) for ...

(CL 1730/04; NOS/04) 18/05

Page 241—Paragraph 36, line 2 to Paragraph 39, line 1; read:

compulsory for all vessels navigating the waters of the State of Alaska.

The Kodiak Island area is served by the Alaska Marine

Pilots and Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

Vessels using Southwest Alaska Pilots Association pilots and en route to Discoverer Bay can contact the pilot boat by calling ...

(CL 1730/04; NOS/04) 18/05

Page 248—Paragraph 142, line 2 to Paragraph 145, line 1; read:

compulsory for all vessels navigating the waters of the State of Alaska.

The Kodiak Island area is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

Vessels using Southwest Alaska Pilots Association pilots and en route to Port Bailey can contact the pilot boat by calling “PORT ...

(CL 1730/04; NOS/04) 18/05

Page 248—Paragraph 157, line 7 to Paragraph 161, line 1; read:

#### **Pilotage, Port Wakefield**

Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska.

The Kodiak Island area is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

Vessels using Southwest Alaska Pilots Association pilots and en route to Port Wakefield can contact the pilot boat by calling “PORT ...

(CL 1730/04; NOS/04) 18/05

Page 267—Paragraph 422, line 2 to Paragraph 425, line 1; read:

compulsory for all vessels navigating the waters of the State of Alaska.

The Kodiak Island area is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

Vessels using Southwest Alaska Pilots Association pilots and en route to Old Harbor can contact the pilot boat by calling “OLD...

(CL 1730/04; NOS/04) 18/05

#### **COAST PILOT 9      22 Ed 2004      Change No. 18**

Page 272—Paragraph 512, line 6 to Paragraph 516, line 1; read:

#### **Pilotage, Alitak**

Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska.

The Kodiak Island area is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup sta-

tions and other details.)

Vessels using Southwest Alaska Pilots Association pilots and en route to Alitak Bay can contact the pilot boat by calling “ALITAK ...

(CL 1730/04; NOS/04) 18/05

Page 283—Paragraph 703, line 2 to Paragraph 706, line 1; read:

compulsory for all vessels navigating the waters of the State of Alaska.

The Kodiak Island area is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

Vessels using Southwest Alaska Pilots Association pilots and en route to Uganik Bay can contact the pilot boat by calling “UGANIK ...

(CL 1730/04; NOS/04) 18/05

Page 288—Paragraph 786, line 2 to Paragraph 789, line 1; read:

compulsory for all vessels navigating the waters of the State of Alaska.

The Kodiak Island area is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

Vessels using Southwest Alaska Pilots Association pilots and en route to Larsen Bay can contact the pilot boat by calling ...

(CL 1730/04; NOS/04) 18/05

Page 306—Paragraph 183, line 2 to Paragraph 186; read:

compulsory for all vessels navigating the waters of the State of Alaska.

The Alaska Peninsula is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.

Vessels en route to Chignik and using Southwest Alaska Pilots Association pilots should contact the pilot boat by calling “CHIGNIK PILOT BOAT” on VHF-FM channel 16 or on a prearranged frequency between the pilots and ship agents/vessels. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

(CL 1730/04; NOS/04) 18/05

Page 326—Paragraph 469, line 2 to Paragraph 472, line 1; read:

compulsory for all vessels navigating the waters of the State of Alaska.

The Alaska Peninsula is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

Vessels using Southwest Alaska Pilots Association pilots and en route to ports in Popof Strait can contact the pilot boat by calling “SQUAW ...

(CL 1730/04; NOS/04) 18/05

Page 332—Paragraph 578, line 2 to Paragraph 581, line 1;

read:

compulsory for all vessels navigating the waters of the State of Alaska.

The Alaska Peninsula is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

Vessels using Southwest Alaska Pilots Association pilots and en route to King Cove can contact the pilot boat by calling “KING ...

(CL 1730/04; NOS/04)

18/05

Page 333—Paragraph 598, line 2 to Paragraph 601; read:

compulsory for all vessels navigating the waters of the State of Alaska.

The Alaska Peninsula is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.

Vessels using Southwest Alaska Pilots Association pilots and en route to Cold Bay can contact the pilot boat by calling “COLD BAY PILOT BOAT” on VHF-FM channel 16 or on a prearranged frequency between pilot and agent/vessel.

(See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

(NOS/04; CL 1730/04)

18/05

Page 336—Paragraph 641, line 16 to Paragraph 645, line 1; read:

**Pilotage, Isanotski Strait**

Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska.

The Alaska Peninsula is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup stations and other details.)

Vessels using Southwest Alaska Pilots Association pilots and en route to Isanotski Strait (False Pass) can contact the pilot boats on VHF-FM channel ...

(CL 1730/04; NOS/04)

18/05